The following Listing of Claims will replace all prior versions, and listings, of claims in the application.

**LISTING OF CLAIMS:**

1. (Currently Amended) A vehicle body front section structure comprising:

a pair of longitudinal frame members configured and arranged to extend in a lengthwise direction of a vehicle on both widthwise sides of a front compartment, each of the longitudinal frame members having a front end portion with a hollow, closed cross section curved part disposed forwardly of a curvature transition point; and

a widthwise frame member having a back surface connected to the front end portions of the longitudinal frame members such that the widthwise frame member extends in the widthwise direction of the vehicle,

the curved parts being disposed at locations rearward connection points between the longitudinal frame members and the widthwise frame member such that a pair of wedge-shaped open spaces are formed between the back surface of the widthwise frame member and corresponding wall surfaces of the curved parts that faces the back surface of the widthwise frame member, each of the curved parts having a load transmitting surface formed along a corresponding one of the wedge-shaped open spaces, with the load transmitting surfaces being configured and arranged to collapse sequentially against the widthwise frame member during a ~~frontal~~ collision against the widthwise frame member.

2. (Original) The vehicle body front section structure recited in claim 1, wherein

each of the curved parts is formed as a separate entity from a main part of the longitudinal frame member and is connected to a front end of the main part of the longitudinal frame member.

3. (Original) The vehicle body front section structure recited in claim 1, wherein

the curved parts are configured and arranged to curve outward in the widthwise direction of the vehicle from the curvature transition points.

4. (Original) The vehicle body front section structure recited in claim 1, wherein

the curved parts are configured and arranged to curve inward in the widthwise direction of the vehicle from the curvature transition points.

5. (Previously Presented) A vehicle body front section structure comprising:

a pair of longitudinal frame members configured and arranged to extend in a lengthwise direction of a vehicle on both widthwise sides of a front compartment, each of the longitudinal frame members having a front end portion with a curved part disposed forwardly of a curvature transition point; and

a widthwise frame member having a back surface connected to the front end portions of the longitudinal frame members such that the widthwise frame member extends in the widthwise direction of the vehicle,

the curved parts being disposed at locations rearward connection points between the longitudinal frame members and the widthwise frame member such that a pair of wedge-shaped open spaces are formed between the back surface of the widthwise frame member and corresponding wall surfaces of the curved parts that faces the back surface of the widthwise frame member,

the curved parts being configured and arranged to curve upward from the curvature transition points.

6. (Original) The vehicle body front section structure recited in claim 1, wherein

the curved parts are configured and arranged as to curve downward from the curvature transition points.

7. (Original) The vehicle body front section structure recited in claim 3, wherein

at least two end parts of the widthwise frame member that are disposed outwardly of the connection points of the longitudinal members are configured and arranged to curve in the rearward direction of the vehicle in a plan view.

8. (Currently Amended) A vehicle body front section structure comprising:

a pair of longitudinal frame members configured and arranged to extend in a lengthwise direction of a vehicle on both widthwise sides of a front compartment, at least one additional pair of the longitudinal frame members disposed such that the longitudinal frame members are vertically arranged relative to each other, each of the longitudinal frame members having a front end portion with a curved part disposed forwardly of a curvature transition point; and

at least one widthwise frame member having a back surface connected to the front end portions of the longitudinal frame members, respectively, such that the at least one widthwise frame member extends in the widthwise direction of the vehicle, ~~at least one additional pair of the longitudinal frame members disposed such that the longitudinal frame members are vertically arranged relative to each other, and~~

the curved parts being disposed at locations rearward connection points between the longitudinal frame members and the at least one widthwise frame member such that ~~a pair of~~ wedge-shaped open spaces are formed between the back surface of the at least one widthwise frame member and corresponding wall surfaces of the curved parts that faces the back surface of the at least one widthwise frame member,

the curved parts of the longitudinal frame members on corresponding lateral sides of the vehicle being provided with curvatures oriented in the same direction.

9. (Original) The vehicle body front section structure recited in claim 8, wherein

the curvatures of the curved parts of the longitudinal frame members are matched to be oriented inwardly in the widthwise direction of the vehicle.

10. (Original) The vehicle body front section structure recited in claim 8, wherein

the curvatures of the curved parts of the longitudinal frame members are matched so as to be oriented outwardly in the widthwise direction of the vehicle.

11. (Original) The vehicle body front section structure recited in claim 8, wherein

the curvatures of the curved parts of the longitudinal frame members are matched so as to be oriented upwardly.

12. (Original) The vehicle body front section structure recited in claim 8, wherein

the curvatures of the curved parts of the longitudinal frame members are matched so as to be oriented downwardly.

13. (Currently Amended) A vehicle body front section structure comprising:

a pair of longitudinal frame members configured and arranged to extend in a lengthwise direction of a vehicle on both widthwise sides of a front compartment, at least one additional pair of the longitudinal frame members disposed such that the longitudinal frame members are vertically arranged relative to each other, each of the longitudinal frame members having a front end portion with a curved part disposed forwardly of a curvature transition point; and

at least one widthwise frame member having a back surface connected to the front end portions of the longitudinal frame members such that the at least one widthwise frame member extends in the widthwise direction of the vehicle, ~~at least one additional pair of the longitudinal frame members disposed such that the longitudinal frame members are vertically arranged relative to each other, and~~

the curved parts being disposed at locations rearward connection points between the longitudinal frame members and the at least one widthwise frame member such that ~~a pair of~~ wedge-shaped open spaces are formed between the back surface of the at least one widthwise frame member and corresponding wall surfaces of the curved parts that faces the back surface of the at least one widthwise frame member,

the curved parts of at least one of the pairs of the longitudinal frame members being provided with curvatures oriented in a different direction from at least one other of the pairs of the longitudinal frame members.

14. (Original) The vehicle body front section structure recited in claim 13, wherein

the curvatures provided on the curved parts of the one of the pairs of the longitudinal frame members are oriented inwardly in the widthwise direction of the vehicle, and the curvatures provided on the curved parts of the other of the pairs of the longitudinal frame members are oriented in any one of the following directions: outwardly in the widthwise direction of the vehicle, upwardly, or downwardly.

15. (Original) The vehicle body front section structure recited in claim 13, wherein

the curvatures provided on the curved parts of the one of the pairs of the longitudinal frame members are oriented outwardly in the widthwise direction of the vehicle and the curvatures provided on the curved parts of the other of the pairs of the longitudinal frame members are oriented in any one of the following directions: inwardly in the widthwise direction of the vehicle, upwardly, or downwardly.

16. (Original) The vehicle body front section structure recited in claim 13, wherein

the curvatures provided on the curved parts of the one of the pairs of the longitudinal frame members are oriented upwardly in the widthwise direction of the vehicle and the curvatures provided on the curved parts of the other of the pairs of the longitudinal frame members are oriented in any one of the following directions: inwardly in the widthwise direction of the vehicle, outwardly in the widthwise direction of the vehicle, or downwardly.

17. (Original) The vehicle body front section structure recited in claim 8, wherein

the curvatures provided on the curved parts of the one of the pairs of the longitudinal frame members are oriented downwardly of the vehicle and the curvatures provided on the curved parts of the other of the pairs of the longitudinal frame members are oriented in any one of the following directions: inwardly in the widthwise direction of the vehicle, outwardly in the widthwise direction of the vehicle, or upwardly.

18. (Currently Amended) A vehicle body front section structure comprising:

longitudinal frame means for providing support on both widthwise sides of a front compartment in a lengthwise direction of a vehicle, the longitudinal frame means having a front end portion with a hollow, closed cross section curved part disposed forwardly of a curvature transition point; and

widthwise frame means for providing support between the front end portions of the longitudinal frame means in a widthwise direction of the vehicle to create a pair of wedge-shaped open spaces between the back surface of the widthwise frame means and corresponding wall surfaces of the curved parts that faces the back surface of the widthwise frame member, the curved part having a load transmitting surface formed along a corresponding one of the wedge-shaped open spaces, with the load transmitting surface being configured and arranged to collapse sequentially against the widthwise frame member during a ~~frontal~~ collision against the widthwise frame member.

19. (Currently Amended) A vehicle body front section structure comprising:

a pair of longitudinal frame members configured and arranged to extend in a lengthwise direction of a vehicle on both widthwise sides of a front compartment, each of the longitudinal frame members having a front end portion with a hollow, closed cross section collapsing part disposed forwardly of a bending transition point; and

at least one widthwise frame member having a back surface connected to the front end portions of the longitudinal frame members such that the at least one widthwise frame member extends in the widthwise direction of the vehicle,

the collapsing parts being disposed at locations rearward connection points between the longitudinal frame members and the widthwise frame member such that a pair of wedge-shaped open spaces are formed between the back surface of the at least one widthwise frame member and corresponding wall surfaces of the collapsing parts that faces the back surface of the at least one widthwise frame member,

each of the collapsing parts having a load transmitting surface formed along a corresponding one of the wedge-shaped open spaces, with the load transmitting surfaces being configured and arranged to collapse sequentially against the at least one widthwise frame member during a ~~frontal~~ collision against the at least one widthwise frame member.

20. (New) The vehicle body front section structure recited in claim 19, wherein each of the collapsing parts is formed as a separate entity from a main part of the longitudinal frame member with a first rigid connection formed between each of the collapsing parts and the at least one widthwise frame member and a second rigid connection formed between each of the collapsing parts and the a front end of the main part of the longitudinal frame member.

21. (New) The vehicle body front section structure recited in claim 19, wherein the collapsing parts are configured and arranged relative to the longitudinal frame members to initially collapse between each of the at least one widthwise frame member and the longitudinal frame members during a collision prior to axial buckling deformation of the longitudinal frame members.

22. (New) The vehicle body front section structure recited in claim 19, further comprising

at least one additional pair of the longitudinal frame members disposed such that the longitudinal frame members are vertically arranged relative to each other with the additional pair of the longitudinal frame members having collapsing parts connected to the at least one widthwise frame member.

23. (New) The vehicle body front section structure recited in claim 22, wherein vertically adjacent ones of the longitudinal frame members bend in different directions.

24. (New) The vehicle body front section structure recited in claim 22, wherein vertically adjacent ones of the longitudinal frame members are rigidly connected together behind the bending transition points.

25. (New) The vehicle body front section structure recited in claim 19, wherein the longitudinal frame members are part of a unitized vehicle body.